

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE "KLEIST" About WEDNESDAY
and YOKOHAMA Capt. O. Pahlke 9th March.

MANILA, NEWGUINEA, YAP, "PRINZ SIGISMUND" FRIDAY,
BRISBANE, SYDNEY & MEL. Capt. D. Loos 25th Mar., Daylight.
BOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL,
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN, Broc 14th Mar., P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS, Girard 15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN, Sellier 28th Mar., P.M.
MARSEILLES, VIA PORTS TONKIN, Charbonnel 29th Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

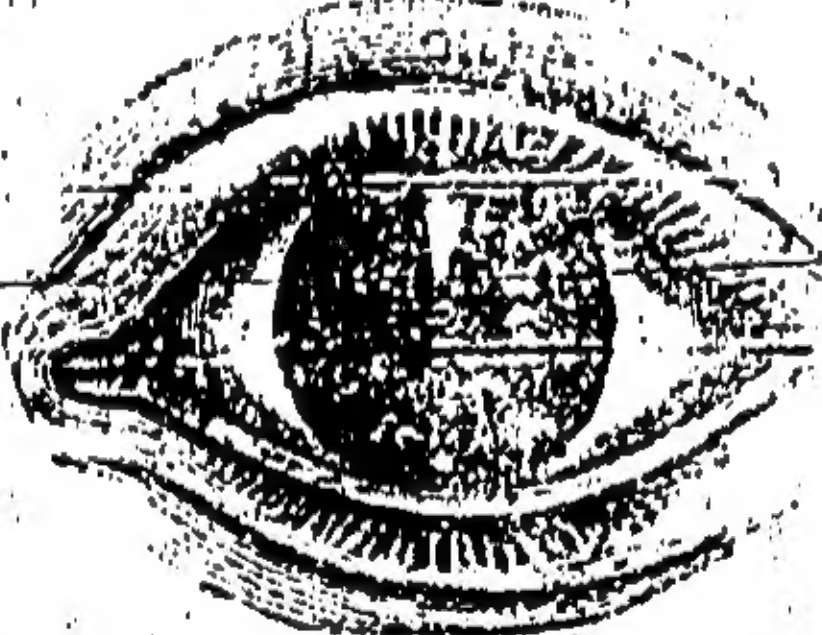
QUEEN'S BUILDINGS.

Hongkong, 1st March 1910.

Intimations.

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free

LONDON, GALCUTTA, SHANGHAI,
John Street, Bedford Row, W.C. 10, Bealock Street 66, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the brain and nerve system. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, and all the various symptoms of a weak and exhausted nervous system. It restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, and, in fact, restores the system to its normal state.

VETARZO BLOOD MEDICINE.

Never before was there anything like it. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, and all the various symptoms of a weak and exhausted nervous system. It restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, and, in fact, restores the system to its normal state.

Agents for India—TREACHER AND CO., LTD., BOMBAY, CALCUTTA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 375 ft. Docking Length 375 ft. Docking Length 375 ft.
Width of Entrance 80 " Width of Entrance 50 " Width of Entrance 63 "
Water on Blocks 28 " Water on Blocks 26 " Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing vessels and machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VUEX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS in MASON'S LANE.

Apply to—DAVID SASSOON & Co., LD.

Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—THE COMPAGNIE DE LA REUNION, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

9, MACDONNELL ROAD, A HOUSE in WONG-MEI-CHONG ROAD, A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING, FLATS in MORETON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th February 1910.

TO LET FURNISHED.

'TANTALLON,' 126A, Barker Road. Best \$25.00 per month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 5A, DUBBELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909.

To Let.

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweeters, Magnifying Glasses, Perforation Gauges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.

Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 14th August, 1908.

Dentistry.

Dr. M. H. CHAUN.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1904.

A MAGISTRATE'S REMINISCENCES.

Mr. R. O. B. Lane, K.C., the well-known London magistrate, who was just retired, writes as follows on his "Reminiscences of London," in an English paper:—

"My memories of my earlier days have recently become so vague and shadowy that I fear I must pass in silence over the greater part of my school and college days.

"I was born in Wicklow, and when the time came for me to go to the 'Varsity, I was sent to Trinity College, Dublin. My career there was, I hope, not without credit, but it must be confessed that I can now recall little of it that might be said to have very great interest.

"I have been asked whether in those days there was anything of the 'ragging' that one occasionally sees reported from Oxford or Cambridge, but I think the discipline must have been much more strict then, for I can recall nothing of a very uproarious character. The only small crime I can remember in this direction is that we used occasionally to break bounds over some rather tempting railings.

"I have always been rather keen on all kinds of sport, and probably for that reason my recollection of sporting events at college is much more vivid. I remember a football match in which there was a lot of 'hacking'—these were the days of the Rugby Union—and as a result, three of us were rather badly damaged; I managed to get my collar bone broken, while two others emerged with broken legs.

"When I was about twenty or twenty-five, it was decided that I should go to London, to the Inner Temple. The trip from Dublin to London was then very much as it is now, except that the railway journey took a longer time.

A TERRIBLE RAILWAY ACCIDENT.

"In connection with this journey I recollect the sensation that was caused all over the country by the disaster to the Irish mail near Abergele. It may be worth while recalling this disaster, for it not only awakened feelings of horror wherever the news penetrated, but it was, as the *Times* called it next day, 'the most extraordinary and fatal accident ever known on an English railway.'

"The Irish Limited Mail, as it was called, left Euston every week-day morning, at 10 o'clock. It had performed the journey safely for eight years, and though it travelled on parts of the line at the then remarkably quick speed of forty miles an hour, it was regarded as a very reliable means of conveyance. On this particular morning in August 1865 quite a formidable list of passengers, including the Duchess of Abercorn, wife of the Lord-Lieutenant of Ireland, left Euston, and at Chester there was added to the front of the train an additional coach, in which were Lord and Lady Farnham and their servants.

"Soon after the train left Abergele it got up a speed of about forty miles an hour, and as it rounded a curve, the driver was horrified to see some trucks standing on the line. It was too late to stop the train—the brakes were not nearly so powerful then as they are now—and the next second the engine had collided with the trucks; and engine, trucks, and the front coaches of the mail were heaped about the metals.

"What followed caused a shudder of horror to pass throughout the country. Between the engine and the coaches of the mail had been a wagon containing barrels of petroleum, and this, in the shock of the collision, exploded. Before anything could be done the foremost coaches were enveloped in flames.

THE CITY OF LONDON.

"I think the most remarkable change I have seen in the last forty years or so has been in the outward appearance of the City of London itself. The London I saw on my arrival at Euston was far from being a beautiful city, but now, though some of the great capitals of the Continent have much to boast of in the way of beauty, not one of them has anything like the grandeur of our modern London. But in the early 'sixties dirt and squalor were the most notable characteristics of some of the streets, especially those about Fleet Street and the Law Courts.

"One of my clearest recollections of my earlier days in London is connected with Temple Bar. The old arch still stood at the entrance to the City, and was really a serious obstruction to traffic opposite the Law Courts, for the narrow arches were generally choked with people if there was anything of a crowd in the streets.

"One illumination night, which had brought out enormous crowds, I was pushing my way through one of the narrow arches when I heard a woman's scream coming from somewhere about my feet. Straining back as far as I could for a second, I saw a woman lying on the ground. She must have fainted in the press, and having fallen under the feet of the people, and being unable to get up, she was in danger of being trampled to death.

"I succeeded in getting my back against one of the walls of the arch, and by pressing one foot against the other wall I was able to make my leg a barrier to keep the crowd back while the woman struggled to her feet. She was rather badly bruised, and I remember taking some credit to myself for being able to carry her into safety.

PRIZE-FIGHTS OF THE SIXTIES.

"Another feature of London life in those days—at least for the male inhabitants of the city—was the boxing contests. They were infinitely more frequent and more brutal in the 'sixties and 'seventies than they are now, and professional fighters were made much of by the young men of the fashionable world. Prize-fights frequently took place in quiet corners, and I remember going to one that was held amongst the marshes on the south side of the river. I can recall little of

the fight except that by the time it was finished both men were in a terrible state—ears swollen, noses apparently gone, and their bodies horribly cut and battered.

"These fights were, of course, illegal, but the ring received such powerful patronage that the police generally looked the other way until the contest was over.

"I did a good deal of boxing myself, and I remember one contest I had with O'Baldwin. He was called 'the Irish Giant' because he was so very tall and broad, and though I am a fairly tall man myself—some six foot or so—he towered above me, and his blows seemed to fall from high over my head. He was too much for me altogether, and the fight ended by O'Baldwin giving me a smashing blow that sent me into the fireplace.

"Not long ago I recognised, in a witness in a case being tried at my Court, one of my old boxing masters. He had been a champion in his day, but things had gone bad with him, and he had fallen on evil times. I leaned over the bench and spoke to him, and he recognised me quite well."

Intimations.

KWONG FUNG YUEN.

HEAD OFFICE—No. 33, Des Vieux Road West. TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

to H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director. Hongkong, 19th January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

'PABST (American) BEER,' in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909.

FURNITURE-WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INFLECTION INVITED.

Hongkong, 6th August, 1908.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO., (Machinery Dept.) Hongkong.

Sole Agents. Hongkong, 7th December, 1909.

Intimation.

Powell's

Furnishing
DepartmentAT
ALEXANDRA
BUILDINGS,
(FIRST FLOOR)UPHOLSTERED
CHESTERFIELDS,
SETTEES,FIXED OR DROP
ENDS,
STUFF-OVEREASY CHAIRS
in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers

BEDROOM

FURNITURE

A Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES,AND
LOUNGES

"EN SUITE"

BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,UPHOLSTERED
BOX-SPRINGS

AND

BED LINEN
OF

Every Description.

Hongkong, 10th February, 1910.

Public Companies

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on TUESDAY, 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Managers and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st of March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LD.,
W. G. DARBY,
General Manager.

Hongkong, 28th February, 1910. [215]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the Company will be held in the OFFICE of the GENERAL MANAGERS, St. George's Building, Victoria, Hongkong, on SATURDAY, the 10th day of March, 1910, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and for the purpose of electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 12th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 31st March, 1910. [215]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents.

Hongkong, 4th March, 1910. [229]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 24th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.

Hongkong, 4th March, 1910. [230]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPOQUE & Co. (Queen's Building No. 4).

CHARGEURS REUNIS.

P. A. LAPOQUE & Co.,
Agents.MESSAGERIES MARITIMES,
P. THOMAS,
Agents.

Hongkong, 30th December, 1909. [236]

Auction.

SPECIAL SALE BY
PUBLIC AUCTION
OF
HIGH CLASS JEWELRY DIRECT
FROM LONDON.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on

SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m.,
and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their
Sales Rooms, No. 8, Des Voeux Road,

SINGLE STONE DIAMOND RINGS,
DIAMOND AND RUBY, EMERALD, OPAL,
TURQUOISE AND SAPPHIRE RINGS,
MARQUISE RINGS, GEMSET RINGS,
GOLD AND GOLD-FILLED BANGLES AND
BRACELETS, GENT'S SOLID GOLD AND
GOLD-FILLED WATCHES AND ALBERTS,
DIAMOND TIE PINS AND STUDS, LEVER
WATCHES, OPEN-FACE WATCHES by Ben-
son (con. 235), 18-CARAT GOLD WATCH
DRESS (con. 236), GOLD-FILLED RE-
PEATER WATCHES, WALTHAM WATCHES,
LADIES' GOLD AND GOLD-
FILLED LONG GUARDS, NECKLETS,
BROOCHES, CHARMS, CHRONO STOP
WATCHES, NON-MAGNETIC WATCHES,
SILVER-BACKED COMBS, BRUSHES AND
MIRRORS, CIGARETTE CASES, GOLD-
FRONTED LINKS AND STUDS, GOLD
AND GOLD-FILLED EARRINGS, BROO-
CHES, HAT PINS, SILVER BELTS,
FIELD GLASSES, SILVER-MOUNTED
SCENT BOTTLES, &c., &c.

AND

A few Lots of E. P. Nickel Silver As quality

TABLE PLATE and CUTLERY.

SUNDRY IRISH LINENS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th March, 1910. [235]

CEREAL EXPORT FROM
MANCHURIA

EFFECT OF PROHIBITION.

SERIOUS DISLOCATION OF TRADE
IN HARBIN.

As reported in yesterday's issue, 25th ult., owing to the protest filed by the Powers, the Governor-General of Heilung province, who had issued instructions prohibiting the export of cereals from the Nan-kiang district, has removed the prohibition as far as wheat is concerned. It appears, according to Russian papers to hand, that the Heilung province is not only place affected by the prohibition, which still remains in force in other provinces in North Manchuria. The prohibition has caused an enormous dislocation of business in Harbin and the neighbourhood, and a number of firms or agencies have had to suspend business. The matter is regarded as very serious to Russian interests, and the Russian journals at Harbin devote several columns to reviewing the situation. The *Novaya Zhizn* is of opinion that the edict of prohibition in the Heilung, Bodune and other important trading centres is a direct attack on Russian interests. A joint protest signed by merchants of various nationalities in Harbin and supported by the local Chamber of Commerce elicited the explanation that the Chinese Government was much concerned at the condition of the famished masses in the provinces referred to, as the people had not yet recovered from the unprecedented floods of last autumn, and the price of cereal products was rising daily. The object of the prohibition was to accumulate a supply at home and thus bring about a diminution in the price.

GROWTH OF THE EXPORT TRADE.
Our contemporary notes that the export of cereals from Manchuria has increased remarkably in late years. Thanks to the improved railway facilities and the better organized trade, the export of grain from Manchuria to Europe rose from 3 million pounds (1 good equals 36 lbs.) in 1907 to 7 million pounds in 1908 and to 15 millions in 1909—a five-fold increase in two years. But the area under cultivation is continually being increased with the enlarged demand, and it was expected that as much as 30 million pounds, or 500,000 tons, would be exported to Europe in the present year. By the prohibition, this trade is suddenly stopped, and millions of pounds are lying untouched in the warehouses—not of the exporters, who have not yet had need to buy much of the last crop, but of the small agriculturists and peasants. What is to become of these enormous stocks of grain? asks the journal. They were destined for the export trade, and now there will be no buyers, even at 10 kopecks (10 sen) a good! Moreover, the prohibition at a stroke means the collapse of all China's trade and industry in Manchuria, as these depend almost entirely on the grain trade. It cannot be supposed that the Chinese Government has ignored its commercial interests and deliberately sought to destroy a foreign export trade progressing by leaps and bounds every year, merely in the interests of an alleged starving population which could have been relieved by a special grant or by other means. There must be some other reason for the measure. As is known, the closing of the *franco ports* in the Far East extended along the Amur border, and a heavy duty was placed on flour from Manchuria into the Russian provinces. Nevertheless, wheat has continued to be admitted free, with the result that the flour-milling business has been gradually transferred to Russian centres in the Far East—to Babrovsk, Iman, Blagovestchensk, Vladivostok, etc. This was an undesirable development to the Chinese Government which has apparently, thinks the journal, put an effective brake on the movement by the present drastic scheme.

In a subsequent issue the Harbin journal notes that the only diplomatic protests against the prohibition were from the Russian and Japanese Ambassadors but the latter was of a lukewarm nature. Evidently, says our contemporary, the Japanese, as usual, have their own methods of feeding a way out of the difficulty, so that the whole effect of the prohibition falls on North Manchuria, within the sphere of the Chinese Eastern Railway. A number of foreign firms have closed down, and already two very important concerns are named as having liquidated their affairs. The cereal export trade had attracted the attention of several large firms in Europe and America and offices had been established in Harbin by representatives of London, Hamburg, and other houses. Harbin had thus a brilliant future, which is now to be reduced to naught by the Chinese Government edict. [This was of course written before the removal of the prohibition in Heilung province was announced, and it may be hoped that the other provinces will be treated similarly before long.—Ed J.C.]

On the 11th instant, a crowded meeting of protest against the prohibition of cereals was held at the Harbin Chamber of Commerce. In order to furnish an idea of the difficulties involved by the prohibitive measure, we summarise briefly the lengthy account of the proceedings appearing in the *Novaya Zhizn*. Among those present were representatives of foreign exporters, milling interests, members of the Chamber, representatives of the Chinese Eastern Railway, and others.

The Chairman, M. Fried, president of the Chamber of Commerce, explained the object of the meeting. He said that the prohibition had been sprung upon them unexpectedly, despite the existence of a treaty between Great Britain and China under which the latter promised to give 24 days' notice before prohibiting the export of grain abroad in the event of the danger of famine arising among the people.

M. Hermon, in the name of the exporters, stated that a large quantity of grain already purchased still lay stored at the places of production, from which it could not now be removed. Messrs. MacGregor & Co., the firm whom he represented, had made contracts with

Chinese producers and had paid for all the grain contracted for, which now lay in the forbidden areas. All contracts between Chinese and Europeans would be broken by the prohibition. The Chinese authorities had no right to forbid the export of grain which really belonged to Europeans.

The representative of another British firm, Messrs. Craig & Co., cited an example from India, where on the occasion of a prohibition of export the Government allowed a period of grace to the exporters to remove rice already purchased.

After some discussion a telegram was read from the Russian Consul at Mukden to the effect that the prohibition had been placed on another district, that of Kwan-chen-tie. By this, announced the chairman, nearly all the Manchurian provinces were now under the prohibition. A suggestion was made regarding the possibility of bringing a judicial action against the Chinese Government for breach of treaty, or against the Chinese producers for breach of contract.

M. Richter said that there was no famine among the people in Manchuria.

M. Daniel said that in the official proclamations issued by the Chinese Government in Bodune there was not a word about famine, only the increased price being mentioned. On the contrary, the harvest was well up to the average.

The Chairman denied that the price had risen. Last year the price had gone up to 85 kopecks, and there was no mention of any hardship among the people then.

A motion to elect a committee to investigate the actual conditions over an extended period was rejected and after some further discussion a resolution was passed for presentation to the Russian Minister of Finance, Trade and Industry, and Foreign Affairs, in the form of a telegram, which was read by the Chairman.

The telegram was in substance to the effect that the Chinese authorities had, on the opening of the Chinese New Year, without any warning prohibited the export of grain from Bodune, which was followed by the closing of the Mukden and Taisihar provinces. Russian grain merchants had sustained serious losses, owing to the impossibility of purchasing or receiving purchased grain. The Harbin milling industry was being left without wheat, and the citizens of Harbin and the people in the whole foreign zone were threatened with a deprivation of flour. The extraordinarily snowy winter had impeded the usual movement of grain, and about two months' supply remained in the warehouses in the forbidden areas. The prohibition was involving the collapse of the principal trade, ruining the Russians, and reducing the railway to inactivity. The telegram notes that immediately on the declaration of the prohibition all delivery of wheat to the railway stations was stopped. All the foreign Consuls could testify that there was no famine in Manchuria. It concludes the telegram, China is found to be justified in her action, then measures must be taken to allow those traders who have suffered to recoup themselves.

After the reading of this telegram the meeting rose.

COMMENT OF A RUSSIAN JOURNAL.
In the course of a leading article in its issue of the 17th ultimo, our contemporary remarks that the Chinese population does not lose by the export of cereals, as they receive in exchange foreign goods, so that on the success of the export depends the expansion of European products on the Manchurian market. The imports of such goods into Manchuria have progressed parallel with the growth of the export trade. For example, in 1908 1 Russian imports into Manchuria were valued at 17,000,000 roubles, which increased in 1909 to 20 millions. Thus the commercial interests of foreigners in Manchuria are closely bound up with the conditions of the cereal trade.

According to the Harbin journal, when the prohibition was declared in Bodune, both on beans and cereals, Chinese patrols were stationed on all the roads leading to the railway to prevent any infringement. The station-master at Tao Lai-chao, on the Chinese Eastern Railway, received an official notice that if the station was not cleared of grain within two days, a half of what remained would be confiscated. A company of troops was posted by the station to enforce the notice. From sundry other facts connected with the prohibition, our contemporary draws the conclusion that China is taking revenge on Russia for the closing of the *franco ports* by the latter and her refusal of the American proposal for the neutralisation of the railways in Manchuria.—*Japan Chronicle*.

Intimations.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.
He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.
Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.
Hongkong, 1st January, 1910. [7]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Gulls and Collars removed on old case.
Ladies and Children's Underclothing, Girdles, Drawers, and all kinds of Embroidery, Machine can be supplied, if required.
The Superiority will also be most grateful to any FARM, or old KITCHENWARE to be made into tools for the Children of the Poor Schools, who are taught by the Sisters.
—*Hongkong Telegraph*—

Intimations.

CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. "What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of Cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)
THE OFFICE OF
FRUSTEN, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 10th March, 1910. [41]

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [47]

JAPANESE MESSAGE.

MASSARU MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, 10th January, 1910. [54]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
II COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUGHSCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL OREAN
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 9th March, 1910. [59]

Intimation.

HONGKONG REGATTA.

SIXTH MEETING.

SATURDAY, 17TH MARCH, 1910.

THE COMMITTEE request the pleasure of the presence of the Ladies of the Colony at the above Regatta at Fenwick's Reclamation, East Point.

By kind permission of Col. PRIOR and OFFICERS, the Band of the 13th Regt will play during the afternoon.

The First Race will be started at Noon. Tickets of Admission, \$1 each, may be obtained at the gate.

FRANK LAMMERT,

Hon. Secretary.

Hongkong, 9th March, 1910. [235]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN."

FROM ANTWERP, LEITH, MIDDLES-
BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th March, 1910. [234]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of March, at 9.30 A.M. All claims must reach us before the 15th of March, 1910, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 8th March, 1910. [17]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KARONGA."

Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th March, 1910. [233]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"NILE." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at the appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 8th March, 1910. [19]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a tea-cupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910. (38)

The Hongkong Telegraph
HONGKONG, THURSDAY, MARCH 10, 1910.
YOUTHFUL CIGARETTE SMOKERS
IN HONGKONG.

One of the many forms of mild dissipation which have been condemned out of hand by one section of the medical profession and regarded with a certain degree of tolerance by the other is indulgence in the habit of tobacco smoking. We have seen the cigarette habit described in terms that were almost equal in their rancour to the most perverted denunciations of the opium habit and on the other side the medical supporters of the consumption of tobacco through the medium of the cigarette have been no less strong in maintaining that little or no harm is done by this form of smoking. Of course, in such matters there are always two sides to the question and the difficulty is to distinguish between the value of the respective opinions. Wherever there is indulgence in tobacco there is bound of necessity to accrue, but if there is any real injury done by the smoking of tobacco in moderate quantities one would fancy the effects would be apparent in the Far East generally, and in Hongkong in particular, where old and young, men, women and children, daily enjoy their quantum of tobacco in the various forms in which it is prepared. And yet it cannot be said that there is any real evidence of the pernicious effects of indulgence in what is cheerfully known as the "fragrant weed." While the members of the seafaring community visiting Hongkong almost invariably cling to the pipe, and the taipans to the cigar, the average youths pluck their faith to the humble cigarette, and it is no uncommon sight to see Chinese ladies of the middle classes unostentatiously puffing away at the last named even in the public street. Now, what are these consumers of tobacco rendering themselves liable to by their habit, which is regarded with so much disfavour by certain bigots? The question is answered by Dr. Walter Lawton in a paper contributed to the *Pharmaceutical Journal* which is quoted by Mr. Frank Brown, Government Analyst, in his report on opium which was tabled at the last meeting of the Legislative Council. In that paper Dr. Lawton writes: "Tobacco is frequently smoked to the full extent

of a person's capacity for its enjoyment, and it is hard to say what a moderate dose of tobacco-smoke really is. But the consumption of from a half to one ounce of the strongest forms of tobacco, shag (or cavendish), daily, is found, sometimes to cause unpleasant symptoms, after ten or fifteen years. These symptoms are: Tremor, the commonest, fine, rhythmical and intermittent; giddiness; vaso-motor effects, coldness of the extremities, pallor of face and sweating of forehead; sleeplessness—what has been called intra-nocturnal insomnia—this sufferer goes to bed and to sleep, but wakes after two or three hours to spend a night of unrefreshing dozes; tobacco-amblyopia, vision goes down to 6/24, 6/60, or less, the patient, as in the case of cataract, sees best in twilight, and there is a characteristic central scotoma for red and green. This is, of course, of the greatest importance in sailors and engine-drivers. It is especially caused by smoking on an empty stomach, and occurs most frequently in cases of extensive tobacco smoking accompanied by alcoholism. The most unpleasant form of tobacco poisoning is caused by a combination of beer drinking with the excessive smoking of cheap cigarettes. This mixture of evils is very potent in causing pharyngitis, intermittent heart, and mental depression." Truly, such a list is calculated to frighten the most confirmed user of tobacco in any or all its forms, but we think even smokers themselves will agree that there is much to be said against the use, not to say the excessive use, of cheap cigarettes. At the present time the Hongkong market is flooded with cheap cigarettes, made of the commonest tobacco and "got up" in the most attractive style. That these are bound to exercise a pernicious effect on the nerves cannot be gainsaid, especially in the case of the young who are only habituating themselves to the custom of smoking. The question is then: Can the tobacco market in this Colony be purged of this cheap and nasty product? While we do not believe that the Government could very well forbid the importation of all kinds of tobacco we certainly do hold most strenuously that a check should be placed on the sale of tobacco to children under the age of 16 years. It might be suggested that one way of dealing with this undoubted evil would be to impose a tax on cigarettes but we scarcely think that such a course would have the desired effect. It would be costly to collect and the return would be entirely incommensurate with the expenditure involved. Whereas if it were made an offence to sell cigarettes to children of tender years and unformed habits a direct blow would be struck at the root of the evil, and what is more it would have the support and approval of the most pronounced and confirmed smokers. Such a course has been tried with success in London, New York and elsewhere with the happiest results and there is no reason why the plan should not be put into execution with equal success in Hongkong. At all events the Government would be doing a service to the Colony and to the rising generation if the idea were adopted in Hongkong.

LOCAL AND GENERAL.

B.M.S. Edgar, arrived yesterday afternoon from home.

The English mail of the 5th February was delivered in London on the 9th inst.

The foundation stone of the Hongkong University Building will be laid by His Excellency the Governor on Wednesday, 16th inst., at 4 p.m.

It is calculated that Mr. G. Hatcher, who has just retired after forty-five years service as a Great Northern guard, has travelled fully 6,000,000 miles during the course of his career.

It is proposed that Kelantan should have a stamp bearing a design representing a palace resting on two crossed kris. Such a design has been submitted to the High Commissioner for approval.

A CHINAMAN was charged before Mr. E. R. Hallifax, First Police Magistrate, this morning, for harbouring a Chinese married woman. The case was remanded, pending inquiries by the Registrar-General.

THEY have rain also in Sarawak. On Feb. 3rd in twenty-four hours there fell 10.09 inches of rain, of which six inches fell in five hours. This is not a record. On Feb. 8th, 1902, 10.36 inches fell in twenty-four hours.

A CHINESE was awarded six weeks' hard labour at the Magistracy this morning for stealing seven pieces of clothing. The missing articles were traced to the s.s. *Sui Tai*, where he was arrested in the act of leaving the Colony.

At the approaching annual meeting of shareholders of the Chartered Bank of India, Australia and China, the directors will recommend a dividend at the rate of 15% per annum (making 14% for the year) adding £75,000 to reserve fund (raising it to £1,600,000) and carrying forward £124,168.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A. F. Arcull \$35
MacEwen Frickel & Co. 25
Schmidt & Co. 25
W. O. Jack & Co. 25
J. Lemm 10
J. Crink 5
Hawley & Co. 5

LEGISLATIVE COUNCIL.

KOWLOON-CANTON RAILWAY.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., Hon. Sir Henry May, K.C.M.G., (Colonial Secretary), Hon. Mr. F. A. Hareland (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. A. W. Brawn (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. W. J. G. Gresson, Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

THE minutes of the last meeting were read and confirmed.

PAPER.
The Colonial Secretary laid on the table the annual report for 1909 on the Kowloon-Canton Railway (British section).

FINANCIAL MINUTES.
The Colonial Secretary laid on the table the Financial Minutes Nos. 6 to 12A. It was agreed that they be referred to the Financial Committee.

FINANCE COMMITTEE REPORT.
The Colonial Secretary laid on the table the report of the Finance Committee (No. 1 of 1910). It was approved by the Council.

KOWLOON-CANTON RAILWAY.

His Excellency the Governor said it had been his custom for the last two years to lay on the table of the Council a report on the progress of the railway for the preceding twelve months and a revised estimate of the total cost of completion and the report for the last year, and the estimate. The revised estimates for completion was now before them and he proposed with the permission of the Council to endeavour to explain the figures and to enlarge on the details of the report as had been done in previous years. They would probably wish in the first place that he should allude to the total cost of the completion of the railway. The original estimate of the Chief Resident Engineer was, as they remembered, \$3,003,624. That estimate did not include the cost of workshops or rolling stock, neither of which could be estimated in June, 1907, at the time the estimate was framed. It did not also include the interest on capital account and the loss of exchange. At the end of the year, before last, 1908, a revised estimate of completion was made by the C.R.E. and was laid before the Council. That estimate included the two items referred to—the cost of workshops and the cost of rolling stock, but it did not include the interest on capital account and loss on exchange. That estimate amounted to \$1,004,128, and at the time the estimate was laid before the Council he went into very considerable detail as to the reason for this very considerable increase. He was glad to say the estimate for the cost of completion did not very greatly exceed those figures, the total being \$12,171,495, the added cost being for interest on capital account and loss on exchange which had hitherto been omitted from all the estimates. He had explained at considerable length at the time he had introduced the annual Estimates of the Colony the reason he considered and the Secretary of State approved the sum being charged to the railway and credited to the general revenue of the Colony. Dealing with the various items in the report the expenditure under the last remained as it was before. No alteration had been made in those figures by the final decision on the location of the terminal station. He proceeded to state that the official members of the Legislative Council had been requested to meet the members of the Executive Committee to discuss the question as to the position of the terminal station. Two schemes had been submitted and if the scheme they had recommended to the Secretary of State on the advice of the Managing Director was accepted the cost of the site would be reduced by something like four lakhs. If the railway station was placed on the site recently resumed it would probably be increased by the same amount. Instead of a saving of some \$86,000 effected by Mr. Lindsey in the cost of the big cutting at Hunghom by altering the centre line a careful estimate of the total required to complete the earthwork showed there would be an increase on the estimate of \$127,000. In tunnels there was an increase of \$111,310 which included \$25,207 for the completion of the Beacon Hill tunnel. These tunnels had been found to be exceedingly difficult to estimate, due to the exceedingly hard nature of the rock and other causes. The total increase on the original estimate worked out at \$1,607,630 which worked out at something like 73 per cent. on the original estimate. He was thankful to say that all the tunnels on the railway were now completed. They had all been constructed for a double line with the exception of the long tunnel. They would see from the report that No. 1 tunnel was the most costly—that was the only tunnel that was made under contract labour. No. 5 was by comparison to this tunnel the cheapest of all the tunnels. It spoke volumes for the ability of Mr. Logan both with regard to his executive ability and the control he had maintained over the line. His Excellency went into the figures as to the revised estimates as to the cost of roads, the additional amount due to defective bridges, etc. It was intended, he continued, that the buildings should be of an inexpensive character until time showed what expensive buildings might be necessary. After stating that two and a half lakhs had already been written off on account of depreciation, he proceeded to say that the progress of the railway had been very satisfactory during the past year. The tunnels were now completed. The Beacon Hill tunnel, 7,212 feet long, reflected the greatest credit on the tunnel superintendent and his staff and the engineers engaged on the line under his supervision. It was hoped the line would be open to traffic by July next and

completed entirely by the end of December of this year. The temporary line would not as was intended go, but the route originally proposed but would now follow the permanent route. By the time the rolling stock arrived from England and had been erected—it was already over two months overdue—they hoped the bridges now being reconstructed would be finished. He referred to the exceedingly satisfactory character of the medical officers' report, especially with regard to the decrease in malaria cases, which was to the credit and the indefatigable exertions of the medical officer, Dr. Hartley. Towards the end of last year Mr. Lindsey replaced Mr. Eves, the C.R.E. His Excellency said he had every possible reason to be satisfied with what he had seen of Mr. Lindsey's work. Mr. Lindsey had already made several proposals which had tended both to efficiency and economy. He thought they would all agree with him that it had been the best policy to obtain the highest possible expert advice, even if it did mean a little extra cost. He had only to add that if any hon. member should desire any further information or should wish to ask any questions with regard to the railway an opportunity would arise very shortly, probably at the next meeting of the Council, when the resolution would be laid before the Council for the amount of money to be spent during the current year.

PENSIONS.
The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Pension Ordinance, 1862.

The Colonial Secretary seconded.
Bill was read a second and third time and passed.

LIQUORS.
The Attorney General moved the second reading of the Bill entitled An Ordinance to further amend the Liquor Ordinance, 1909.

The Colonial Secretary seconded.
Bill read a second time. The Bill went through Committee, was read a third time and passed.

CRIMINAL LAW.
The Attorney General moved, and the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance further to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.

Motion agreed to.

SCOTCH OATH.
The Attorney General moved the second reading of the Bill entitled An Ordinance to regulate the Law as to Oaths. He described how the Bill proposed to do away with the kissing of the Bible in order that the opportunity of propagating disease might be obviated.

The Colonial Secretary seconded.
The Bill was then considered in Committee, read a third time and passed.

OFFICIAL SIGNATURES FEES.
The Bill entitled An Ordinance to amend the Official Signatures Fees Ordinance, 1888, was read a second and third time and passed on the motion of the Attorney General, seconded by the Colonial Secretary.

POSTPONED.

The following Bills were not proceeded with:—

Second reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

ADJOURNMENT.

The Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. It was agreed that the following votes be recommended for adoption by the Council:—

A sum of one hundred and fifty dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, to be expended on the proposed garden at the Queen's Statue Square.

Mr. Gresson—Is this to be a permanent thing?

The Colonial Secretary replied in the negative.

Mr. Osborne—Why not put up an iron railing?

The Colonial Secretary: We propose to get an iron railing from home.

Mr. Osborne—I am afraid if put up a bamboo railing now we shall never get anything better—(laughter).

The subject then dropped.

FISH BREEDING FOND.

A sum of five hundred dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, fish breeding pond construction.

MA TAU KOK SLAUGHTER HOUSE.

A sum of two hundred and two dollars in aid of the vote, Public Works, Extraordinary, Miscellaneous, to be expended on the proposed slaughter house at Ma Tau Kok.

HANSARD REPORTS.

A sum of twenty-eight dollars in aid of the vote, Colonial Secretary's Department and Legislature, other charges, Hansard reports.

COMPENSATION TO SQUATTERS.

A sum of one thousand one hundred and fifty-six dollars in aid of the vote, Public Works, Extraordinary, Public Health and Buildings Ordinance, 1903, compensation to the squatters in Hok Tin village for resumption of their land and for disturbance.

PUBLIC WORKS.

A sum of fourteen thousand six hundred and ninety-four dollars in aid of the vote, Public Works, Extraordinary, for the following items:—

Staff Quarters, Tai Po, \$ 281

Additional Room at Queen's College for Pupils, Teachers, 4,725

Market at Aberdeen, 2,400

Extension Tai Po Land Office to afford accommodation for District Officer, 7,488

Total \$14,694

COMPENSATION TO OPIUM DIVAN LICENSEES.

A sum of sixteen thousand seven hundred and forty-seven dollars and twenty-seven cents in aid of the vote, Miscellaneous Services, compensation to the licensees of opium and cross opium divans whose divans have been closed since the 1st of March, 1909.

Mr. Gresson: Has the attention of the Hon. Government been called to this expenditure with a view to its being returned to the Colony?

The Colonial Secretary: Yes. His Excellency has referred to it.

This was all the business.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ANNUAL MEETING.

The forty-first meeting of shareholders in the China Fire Insurance Co., Ltd., was held at the company's office, at noon, to-day, for the purpose of receiving a statement of accounts and the report of the directors for the year ending 31st December, 1909. Mr. R. Shewan (chairman of directors) presided. There were also present: Messrs. J. W. Bandow, G. Balloch, F. Lieb, H. A. Siebs, J. W. C. Bonnar, E. Shelling (directors), J. M. E. Machado, K. D. Gazdar, A. H. M. da Silva, A. Turner, J. W. Taylor, A. P. da Costa, W. H. Wickham, G. S. Cruickshank, Chao Pat, and H. F. Hickman (acting secretary).

The Acting Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—The directors' report and statement of the Company's accounts for the past year having been in your hands for some time, I will, subject to your approval, now adopt the usual course and take them as read. It gives the Board much pleasure to present you such a satisfactory report for the working of the year 1909. With a loss ratio of 24.49% of the premium income, as compared with 50.94% for 1907, the balance of profit amounts to \$276,249.75. We propose to deal with this sum as follows:—

Dividend of \$5.00 and a bonus of \$2.00 \$50,000.00
Add to extra reserve fund 111,579.92
Bonus to office staff 4,569.83

\$276,249.75

and this I trust will meet with your approval. With regard to the amount placed to the extra reserve fund I would point out that during the year we further extended the field of our operations to the Argentine and South Africa where, working on conservative lines, we hope to be successful. We must not, however, overlook the fact that with the expansion of business, our liabilities increase in proportion, and your directors cannot improve upon you too strongly the advisability of taking advantage of the opportunity afforded in good times, to further strengthen the financial position of the company by continuing to build up this extra reserve fund. Turning now to the accounts, premium and interest accounts show gains of \$39,999.10 and \$1,837.57 respectively, whilst charges are \$1,185.25 less than the previous year. The balance at credit of working account 1909 is \$438,406.93 which is a very satisfactory increase. Our investments in shares appreciated considerably and this accounts for the addition of \$18,768.78 to the investment fluctuation account. The company's surveyors have reported on our advances under mortgage loans and I am happy to assure you that, except in two cases which are now being dealt with, same are satisfactory. Fires during the past year proved rather numerous in India and New Zealand, but I am glad to say in no instance were we seriously involved. I will now move that the directors' report and statement of accounts for the year 1909, as presented, be adopted. (After this has been seconded, I shall be pleased to answer any questions that may be put relating to the business before the meeting.)

There being no questions,

The Chairman moved the adoption of the report and accounts.

Mr. Turner seconded.

The motion was agreed to unanimously.

Mr. da Silva moved the confirmation of the appointment as directors of Messrs. J. W. Bandow, G. Balloch and F. Lieb.

Mr. Machado seconded.

Carried.

Messrs. R. Shewan and H. A. Siebs were re-elected directors on the motion of Mr. Taylor, seconded by Mr. da Silva.

Mr. Machado moved the re-election of Messrs. W. Hutton Potts and A. R. Lowe as auditors.

Mr. Cruickshank seconded.

Carried *unanimously*.

The Chairman:—That is all the business, gentlemen. I am much obliged for your attendance. Dividend warrants will be posted to-day.

The meeting then ended.

A MAN-EATING CROCODILE.

HUGH SAURIAN PULLS A MAN OUT OF A BOAT.

An extraordinary affair occurred on Klong Samrong, below Ban Hia, a day or two ago; reports the *Bangkok Daily Mail*. A man was quietly paddling along in his boat when suddenly a huge crocodile rose out of the water, caught him by the right arm, and pulled him down. As luck would have it, a police patrol boat from the station at Pak Klong Hui Takbay was coming along just behind the boat containing the victim of the affair and the constables in it, who saw the whole thing, paddled swiftly up, beating the water and shouting. This had the desired effect and the taker released his victim who, on coming to the surface, was pulled into the boat. It was found that the bones of his arm had been broken while the flesh had been terribly lacerated by the saurian's fangs. He was brought to Bangkok and sent to hospital for treatment. There are large numbers of crocodiles in Klong Samrong, but this is the first recorded instance in which they have been known to attack human beings. As the place is of easy access from Bangkok, local sportsmen who are tired of tramping dry paddy fields in search of snipe which are not may be glad to hear that the crocs are so thick there.

A CONSIGNMENT OF SILK WHICH ARRIVED AT TACOMA A WEEK AGO.

Sunday was sent East over the Chicago Milwaukee & Puget Sound Railway and the old St. Paul Line to Chicago and thence to New York arriving in Jersey City in a hours less than 5 days. The silk got here before the bill of lading which came by mail on the same steamer, which brought the silk from Japan. The freight beats the mails from coast to coast—New York Times.

THE ALLANA CASE.

DEFENDANT DISCHARGED.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, the case was continued in which S. E. Allana was charged by S. A. Marican with the alleged embezzlement of a gold watch and chain and obtaining the sum of \$500 by means of false pretences. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, prosecuted and Mr. F. P. Hett, of Messrs. Bruton and Hett, appeared for the defendant.

Mr. Goldring stated that with regard to the fresh charges he wished to prefer under the Bankruptcy Ordinance, he would make the application later.

His Worship—You mean you don't want the information to be sworn now?

Mr. Goldring—The information has been sworn.

His Worship—Have you seen the application, Mr. Hett?

Mr. Hett—I saw the application this morning.

His Worship—Is this a private prosecution, Mr. Goldring?

Mr. Goldring—Yes, I think the best course would be to apply to the Supreme Court to file an affidavit.

His Worship—I don't think there is any necessity for that.

Mr. Goldring—Of course, one gets very little assistance from the Crown in these cases.

Moosa Kharim was recalled and further evidence having been taken, His Worship held that there was no case to send to the jury and discharged the defendant.

S.S. *La Yang* arrived in port yesterday from Singapore with 1,055 Chinese passengers.

The crime of kidnapping is still in the ascendant. This morning a man was charged before Mr. E. R. Hallifax with kidnapping a Chinese girl fifteen years of age from the custody of her lawful guardian. The man was remanded.

A CHINAMAN was this morning awarded seven days' hard labour for stealing a jacket which had been kept to dry on the hillside at the Peak. The man was formerly a chair-coolie in Major Eaton's employ and has lately been "unemployed."

A CHINESE girl, aged thirteen years appeared before Mr. E. R. Hallifax, First Police Magistrate, this morning charged with stealing a gold hair ornament valued at \$58. In connection with the same case, a woman was also charged with (1) being accessory before the fact and (2) receiving the stolen property. The case was remanded.

THE Government of South-East Dutch Borneo has ordered 250,000 guilders' worth of Hevea seeds from the Highlands and Lowlands company by telegram to Singapore. They are intended for distribution among native cultivators who, at the prompting of Government, are taking to rubber-growing in hundreds. The land there is said to be highly suitable for this line of cultivation.

Capital and Commerce is the title of a new weekly journal, published at Shanghai, whose name clearly denotes the purpose of its promoters. We have received the first two numbers, but it is evident that the journal has not yet got into its stride. Nevertheless, there is ample scope for such a weekly in the Far East where capital and commerce are the main stimulants and distractions of life and it only remains for the editorial staff to allow the high standard which it has set itself to make the journal an assured success. We anticipate a future replete with promise and usefulness for *Capital and Commerce*, which is printed in handy form at the office of the *Shan Hai News*.

THE first of a series of lectures on Hongkong will be given this evening at 8 p.m. at the Chinese Y.M.C.A. Dr. A. Gibson has kindly consented to lecture on "The Markets and Slaughter Houses of the Colony." Slides will be shown illustrating the lecture and several matters of interest pertaining to the Slaughter Houses will be explained. The second number of the series will be given by Lieut. Beckwith, R.N., on "The Harbour of Hongkong, Harbour Stations and Waters of the Colony," and the third by Mr. Jackson on "The Water Supply of the Colony, its History and Present Works." The chair this evening will be taken by Dr. Wan Man Kai and the interpreter, Dr. Lau Lai.

FIVE men appeared before Mr. J. R. Wood, Second Police Magistrate, this morning, charged (1) with assaulting the compradore of the s.s. *Shin On* on the 26th February last and (2) disorderly behaviour. Four of the defendants were convicted on both charges and fined \$20 each or fourteen days while one of the defendants was discharged. Mr. E. J. Crist prosecuted and Mr. E. Davidson appeared for one of the defendants. The trouble seems to have been caused by the vessel going aground at Cap-sui-mup, whereupon the five passengers approached the skipper and demanded to be sent over to Hongkong on board a steam-launch, but as this would have entailed considerable expense to the Company, the Captain naturally refused, hence the disturbance.

SALON-NOIEMA THEATRE.

The management of the Salon-NOIEMA Theatre is tendering a grand benefit performance to Miss Ada King to-morrow night. An excellent programme will be produced and new artists will appear. It is probable that this will be Miss King's last appearance in Hongkong, and those who have not yet heard her on the stage should not miss this opportunity. Miss Doris McAuley made her first reappearance last night. Mr. Carl Waller, the whistler and comedian, is still connected with the Salon; he is excellent in his musical turns and can play a lot of instruments. Miss Jessie Thorne will make her first appearance at the Salon to-morrow night and should draw a good house for the dance.

KOWLOON-CANTON RAILWAY.

CHIEF RESIDENT ENGINEER'S ANNUAL REPORT.

The following report, dated 28th February, 1910, by Mr. E. S. Lindsey, M.I.C.E., Chief Resident Engineer, was laid before the Legislative Council this afternoon:

"As I took over late in the year I am not in a position to describe in any detail the progress which has been made during the season 1909 and 1910 and will therefore confine myself to a statement of affairs at the end of the year."

LAND.

Lots 618 to 1,140 were acquired with a view to placing the terminus at Tai Tam Tsai.

It was proposed to exchange a portion of the reclaimed ground close to the China Light and Power Company's premises for the ground known as the Match Factory and compensation would then have had to be paid for the buildings only. It has been possible however to level off a site at the back of the Match Factory on Crown Land and make use of spoil to make up the approaches to Gascoigne Road thus avoiding the exchange and adding a valuable piece of land practically free of charge to the Railway.

EARTHWORK.

A great deal of Earthwork North of Beacon Hill Tunnel has been completed.

A certain amount of damage was done by typhoons to the bank between Miles 7 and 12 and one bad slip occurred in Cutting No. 30 at Mile 11. All damage is now being repaired and the slip has been cleared away and retaining walls are being built to prevent recurrence. At Mile 15 there is a very wet and troublesome cutting. The Contractors, having practically finished the amount of work contracted for, have been relieved of further work and the cutting is being finished on piece work, and is well forward towards completion. It is anticipated that it will be sloped and drained before the heavy rains. South of Beacon Hill the work is in a very unfavourable state due to gaps caused by the rebuilding of bridges and the amount of work left to be done at the Reclamation.

The gliders for the new bridges will not be out before April by which time the bridges and their approaches will be ready.

An alteration of Centre Line in Cutting No. 1 for which sanction was obtained will enable the cutting to be completed before the time originally anticipated and will obviate the expenditure contemplated as necessary to make the cutting side to the original Centre Line, been adhered to. Some five million cubic feet of filling remain to complete the reclamation between Blackheads and the Storm Water Outfall, as well as a portion of about two hundred feet long of the sea wall, which cannot be got to until the filling is more advanced, owing to the possibility of scouring out the pier perdu if too great a head of water were allowed to accumulate between the wall and the filling.

TUNNELS.

All Tunnels are now completed.

At Beacon Hill the headings met satisfactorily on 17th May, 1909, and since then the work has been rapidly pushed to completion. The Tunnel is lined throughout with a varying thickness of brickwork in cement. The treacherous nature of the rock rendered lining imperative, and as it was found impracticable to line the roof only, in portions where the rock was less liable to slide, a thin skin of brickwork built tight to the excavation has been put in. There does not seem to be any use in perpetuating the shaft on the North Face which is too near the portal to be of any service as a ventilating shaft, and as it would have cost a great deal more to brick it up than the estimated cost of six thousand dollars, owing to the very wet nature of ground, the shaft will be filled in and suitable arrangements made to cope with the water which comes down it.

At Tai Tam Tunnel the heading met on 28th April, 1909, and the work is now completely finished. This tunnel has been very creditably and cheaply constructed.

The following are the approximate prices and lengths per foot run:

Tunnel No.	Length	Cost per foot
1-Double Line 1 Fully lined	100	\$507.12
2-Single Line	721	448.29
3-Double Line (Partly fully lined and arch over)	330	517.48
4-Single Line	110	400.92
5-Double Line	925	527.14

ROADS.

Road diversions in connection with the Kowloon-Tai Tam Road are well forward and the fencing and draining alone remains to be finished. The excavation and piling for the bridge in connection with the Road Diversions at Gascoigne Road at Hung Hom has been completed. It was decided to get the road from a site at back of the Match Factory, referred to above, thus saving further land acquisition.

BRIDGES.

Two Bridge work has been completed with the exception of the Road Bridge No. 2 at Mile 1 and the rebuilding of Bridges Nos. 4, 5, 7, 8 and 12 which have failed owing to faulty design in foundations in very treacherous ground and to bad material. Some other bridges are being strengthened. The cost due to this cause is estimated not to exceed \$95,000.

TELEGRAPHY.

The telegraph line was laid throughout the section but only some eight miles of it is in the permanent position. This is now being taken in hand.

BALLAST.

All ballast required for the Main Line has been broken and bottom ballast is being laid where practicable. The depth of top ballast under the sleepers has been increased to six inches but this will not involve an increase of quantity but a redistribution of material. The quality of ballast is good and it has been broken at a moderate rate. The ballasting of the last eight miles necessitates the laying of a siding at Mile 14 to take up the ballast broken at a depth along the abandoned alignment.

STATIONS AND BUILDINGS.

Yau-mat and Fan Lio stations were completed but no work has been done on staff quarters anywhere. It is a pity that in Railway Construction such matters are usually left to the last because it is difficult to get contractors to undertake them when there is no work of any kind to be done close at hand. Shatin, Tai Po and Lok station to be built as well as the terminal station at Kowloon, which remained in a bayance pending a final decision regarding the site of the terminus. Station Masters' and menials' quarters and gashmen's lines have to be provided throughout. No arrangements for signalling or interlocking yards have yet been made. The amount of work involved in all this is not large, and all should be completed before June.

PLANT.

There has been no expenditure in 1909 on Construction Plant. During the year indents were sent home for two tank engines, six open bogie goods waggons, six covered bogie waggons, twenty-six covered four-wheeled waggons and two open ditto and two goods brakevans four-wheeled. None of these have yet arrived in the Colony. The engines and bogie goods stock should have been out by the middle of January but advice of despatch is only just now to hand, and the opening of the line in May must therefore be delayed. A contract for the body work and erection of the passenger stock was placed with the Hongkong and Whampoa Dock Company. There is likely to be delay in carrying out this Contract due to the non-arrival of fittings before the end of March; and the underframes I fear will not be out before the middle of May, so that the contract time will have to be extended to the beginning of July.

OPENING FOR PUBLIC TRAFFIC.

Last year it was the intention to open for Public Traffic by using the Overland Route which runs parallel to the Railway at Hung Hom and to place Railway Station in a position which though temporary would come into the scheme for final development. Since then ideas have undergone a change and a new proposal regarding the final location of the terminus has been submitted to the Secretary of State.

Until connection with Canton is established nothing much in station accommodation at Kowloon is required for the light local traffic which in the interests of the Railway it is advisable to work up. Pending the decision as to the location of the terminus therefore we may take it that for all practical purposes a flag station in Salisbury Road close to the Ferry proposed in the scheme lately sent forward and another at Hung Hom will meet all the Kowloon and Hongkong requirements.

There remains a good deal to be done before the Railway can be said to be completed. Stations and quarters or both have to be built at all stations. Workshops and watering arrangements have to be erected and the reclamation must be finished before the Goods Yard can be laid. As regards the shops nothing can be done in this respect because the site for the Workshop is not levelled off nor is the steel work likely to be out before April. Gliders for Bridges 4 and 8 will not be out till the end of March.

Before through opening to Canton however the contract time for completion of the reclamation will have elapsed and the passenger and goods yards will be ready. As the British Section will be ready for opening before the Chinese Section it is proposed to open the line as soon as the essentials are ready, with the station arrangements as indicated above, in order to work up the local traffic and to transport material for the Chinese Section if required, all of which will help in earning Revenue. It is impossible to fix a date at present but it will take at least six weeks after the underframes are out for the Rolling Stock to be ready so that it would not be safe to reckon on anything earlier than July.

NOTES ON THE ESTIMATE FOR 1910.

11.—Land.—Seeing that the question of the terminus is still undecided no alteration has been made in the figures under this head. The expenditure up to date is \$76,863.65 leaving a balance of \$433,015.55.

111.—(a).—In revising the Estimate of 1907 at the end of last year, the Earthwork appears to have been reduced by \$132,282.63 as the saving anticipated by reducing the line of frontage of the Reclamation between Blackheads and the Storm Water Outfall. The increase of rate due to the rock in Hung Hom Cutting appears to have been lost sight of, for the through rate that was being paid to the Contractors at the beginning of 1909 was that estimated for in 1907, and the amount of rock that was likely to be met with as the Cutting went down to Formation was neglected. As a fact the through rate in 1909 worked up to over \$17 a thousand cubic feet and will be close on \$10 per thousand cubic feet before the Hung Hom Cutting is completed. In discussing the present increase of Estimate it is well to neglect the 1909 figures in order to show how the increase has arisen. In the table which follows the various figures have been lumped up in order to agree with the heads of Estimate in which the accounts have been kept.

From this it will be seen that the Estimate for the completion of the Earthwork now amounts to \$3,587,580, an excess of \$310,403 over the Estimate of 1909 and of \$187,080 over the Estimate for 1907. It is impossible owing to absence of detailed figures in the Estimate for 1909 to explain how and where this excess has arisen, and one can only say that notwithstanding the saving in the quantity of reclamation which amounts to some sixty lacs of cubic feet, the actual figures in the Estimate for 1907 and 1909 for the work in Hung Hom vary as shown in the table on account of higher rates having to be paid than those originally estimated for. A further excess is the inclusion of the \$60,000 now charged off as depreciation of plant. This was not made in the previous estimate. Of the \$114,600 required to complete the Earthwork outside Messrs. Leigh and Orange's contract it will be seen from the details given below that a sum of \$59,000 is set down for works not previously contemplated but which are necessary to render the cuttings and the banks safe.

ESTIMATE FOR WORKS NOT INCLUDED IN PREVIOUS ESTIMATES.

Making up banks at Bridges 4, 8 and 12 \$10,000
Repairing damage done by typhoons and clearing slips 18,000
Raising of piling along the banks between Shatin and Tai Po 9,000
Concrete Drains, Cutting 47 13,400
Rubble Toe Walls in Cutting 47 4,200
Turfing along banks and cuttings 5,000

Earthwork to finish 55,000
\$114,600

The amount of \$40,000 for work round Signal Hill is still allowed for in the Estimate in case it is decided that the site of the terminus shall be at Tai Tam Tsai.

111.—(b). The cost of the Tunnels has worked out as follows:

Tunnel No.	Cost to date	Depreciation of plant at 10 per cent. of cost	Total	Per foot run
1	\$51,112.16	\$5,111.22	\$56,223.38	\$562.23
2	\$1,749,393.99	\$174,939.40	\$1,924,333.39	\$1,924.33
3	\$2,000,000.00	\$200,000.00	\$2,200,000.00	\$2,200.00
4	\$1,150,000.00	\$115,000.00	\$1,265,000.00	\$1,265.00
5	\$2,150,000.00	\$215,000.00	\$2,365,000.00	\$2,365.00
Less Estimate for 1909	\$1,999,846.59		\$1,999,846.59	
represents the present increase of Estimate			\$310,403.00	

Deducting the cost of Tunnel No. 1 which was not included in last year's figures, the excess is \$55,112.16

this leaves an excess on Beacon Hill Tunnel of \$55,112.16

Reverting to the Chief Resident Engineer's Report for last year, the following represents the rough estimate for completion given by him and the actual amount expended:

	Estimated	Actual
Lining Shaft	\$ 6,000	\$ 6,195.14
Heading driving	105,000	1,289,812.12
Winning out	500,000	634,053.77
Lining	410,000	516,398.50
Depreciation of Plant	100,000	113,000.00
Buildings, Sanitation	Nil	11,604.18
	\$1,221,000	\$1,410,333.71
		\$189,333.71

111.—(c) Roads.

Amount expended to date	\$ 5,000
Anticipated expenditure:	
Gascoigne Road approach	80,000
Metalling	10,800
Turfing to slopes	2,400
Removing Gas Pipes, etc.	3,000
	\$100,200
Public Works Department Road to Yau-mat	10,000
	\$110,200

In the 1909 Estimate an increase of \$24,799.84 only was shown as due to extra cost of road approach to Bridge No. 2. This was obviously an under-estimate as the quantities and rates given to Messrs. Leigh and Orange for the approaches and metalling of the Bridge amount to \$107,200. The balance of the Estimate is for Road Diversions between Shatin and Tai Po and a roadway from Hung Hom to Yau-mat.

IV.—(a). The actual cost of abandonment due to defective foundations or the use of inferior material is \$68,590.44 and the cost of additions to existing structures necessary to prevent further trouble \$17,264. The sum of these figures and the actual cost of the bridges is \$86,854.48 to which must be added a sum of \$7,912.00 as depreciation of plant bringing the Estimate up to \$94,766.48, an excess over the 1909 Estimate of \$13,729.05.

IV.—(b) MINOR BRIDGES.

The cost of abandoned structures is \$15,788.83, additions to existing bridges \$3,300 and the total all inclusive cost \$50,087.67, being an excess of \$10,522.19 on last year's Estimate.

VIII.—(c). Under Stations and Buildings a reduction has been made of \$39,998.57 so as to accord with the actual requirements of the Kowloon Station Yard, a sum of \$100,000 being included as probable cost of a ferry pier whatever be the site selected. The buildings will be of a temporary nature and pending the settlement of questions connected with the Joint Working Agreement no general offices need be built as the present construction office should meet all requirements for some time to come. It is proposed to accommodate the Stores in the old Outfit Depot which fortunately has not been pulled down.

IX.—(a). The booked value of the Construction

Plant amounts to	\$506,565.61
Depreciation which has been written off	200,012.00
	\$306,553.61
Anticipated sales, say 1/3 of this	203,769.08
	\$102,784.53

Under X items 7 and 8 a sum of \$13,912.87 is provided to meet Interest and Loss of Exchange and this has not been included in any of the previous Estimates.

X.—(c). A credit had showing the amount anticipated on sales for Stores now standing on books, less depreciation, has been opened and amounts to \$150,000. Further credit on sales of buildings along the line to the extent of about \$30,000 are anticipated but are not shown in the Estimate, as they may be required to meet cost of dismantling plant and transport and other minor matters in connection with the tunnels.

No alteration of allocations has been made in arriving at the above Estimate, although the procedure followed hitherto, is not strictly in accordance with Railway Accounting. It is desirable however that an adjustment be made as soon after the Construction Account is finally closed as possible in order that the various items of expenditure be charged off to their proper heads.

COMMERCIAL.

RUBBER QUOTATIONS.

In future, quotations for rubber shares, as supplied by Messrs. E. S. Kadoorie & Co., will be printed in a detached form and not appear in the daily tabulated share list as heretofore. Quotations received by telegram to-day are as follows:

Allagars	7/6
Anglo-Malays	31/9
Balgowries	\$170
Caray United	31/6 prem. buyers
Castelfields	90/-
Cheras	51/-
Changkat Sarang	520
Damanaras	120/-
Eastern International	74/6 prem. b.
Glencary	524
Golcondas	125/-
Highlands and L. W. Lads	115/- sales
Indragiri	545
Kamunings	7/- prem.
Kuala Lumpur	70/-
Ledburys	90/-
Linggis	47/6
London Asiatics	132/- buyers
Pajamas	516
Pegohs	543
Rubber Trusts	41/9 prem. ex. d. l.
Sandycrofts	531
Singapore & Johore	5675
Saggs	200/-
Sekong	126/6 prem.
Shelfords	66/-
Sungai Chohs	73/-
Sungai Kapar	131/6
Tanjong	77/- prem.
Tanjahs	269/6 prem.
United Sendangs	125/- sales
United Singapore	534
United Sumatras	143/- sellers

THE LATEST OUTPUTS.

The *Ping Pong* voices complaints of the shortage of labour on a number of estates and urges more energetic recruiting. That journal adds that probably a land assessment tax will be raised.

SINGAPORE PAPA.

The agents (Messrs. Bobb, Meyer and Co. Ltd.) advise that the total output for February amounts to 4,300 lbs. dry rubber, thus making a total output for the first 10 months of 43,745 lbs. dry rubber.

LINGGI PLANTATIONS.

Messrs. Guthrie & Co., the agents, report that the output of dry rubber from the company's estates during February was 57,500 lbs., making the total for the first two months of this year 115,500 lbs. The figures for the corresponding periods of last year were:—February 32,000 lbs., 1st two months 67,000 lbs.

LABU.

Messrs. Guthrie & Co., the agents, state that the Feb. crop from Labu Estate, of dry rubber was 9,344 lbs., making the total for the first two months of this year 22,207 lbs. The figures for the corresponding periods of last year were:—February 2,365 lbs., 1st 2 months 4,950 lbs.

CANTON DAY BY DAY.

HIGH PRICE OF OPIUM.

[From Our Own Correspondent.]

Canton, 9th March.

Three months ago the price of raw opium (foreign) at Canton stood at about \$17 per catty and prepared opium at \$2.40 per tael. In the course of last week, the price of the drug has advanced considerably to about \$30 for one catty of raw, and \$3.00 for one tael of prepared opium.

CANTON-HANKOW RAILWAY.

In a telegram to the Canton-Hankow Railway Company at Canton, the Ministry of Posts and Communications at Peking required the Company to give an explanation in detail as to how a sum of over 5,000,000 taels was spent during last Chinese year and that only a 30 1/4 section of the railway from Yon Tam to Shek Pa Hing was completed. This Company is instructed to submit the required explanation, with all the accounts of the Company for the year, to the Ministry for audit, one month from the date of receipt of the telegram. The Canton press are full of comments animadverting on the board of directors for the large sums of money spent in one year when so more than one section of only 30 1/4 can be shown for the expenditure. There were also numerous complaints from the railway shareholders against the officials of the Company for the alleged unsatisfactory manner in which constructional work has been carried on under the present board of directors.

CHARITABLE BAZAAR.

Yesterday the charitable bazaar for the benefit of the Canton Fong Pin Hospital, held in the Western suburb in a large matchless, continued to attract hundreds of visitors. There was also present a foreign Sister of the French Mission with a number of girl students who presented a large quantity of their works of art as gifts to the bazaar. The amount collected from the proceeds of sales on that day was two thousand and six hundred odd dollars, being almost a thousand dollars more than the amount realised on the preceding day.

Events Coming.

Friday, 11th March.
Geo. P. Lamont Auction sale of shop furniture at 57 and 59, Queen's Road Central, 11 a.m.
Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.
Wilsons Company Farewell Concert, Theatre Royal, 9.15 p.m.
Saturday, 12th March.
Hongkong Ragtime, noon.
Hongkong and Kowloon Wharf and Godown Co., Ltd., Annual Meeting at the offices of Jardine Matheson & Co., Ltd., 12.30 p.m.
Hughes and Hough, Auction sale of ponies at Kowloon, 3.30 p.m.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 12th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 10th March, 1910.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged at for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th March, 1910.

AUCTION SALE.

The Undersigned will sell by Public Auction, ON

SATURDAY,

the 12th March, 1910, commencing at 11 A.M., at their Sales Rooms,

A FINE COLLECTION OF

HIGH CLASS IRISH GOODS.

COMPRISING:—

Witney Blankets, Irish Hand-embroidered Bedspreads, White Satin Marcella Quilts, Pure Irish Linen Double Damask Serviettes and Table Cloths, Irish Embroidered Pillow Cases, Underskirts, Walking Skirts, Bed Sheets, Washing Flannellette, Fine Turkish Towels, Bath Towels, Bath Sheets, Five o'clock Tea Cloths, Toilet Sets, Travelling Rugs, Lace Curtains, Tea, Glass, Kitchen and Pantry Cloths.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th March, 1910.

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF

Mr. CARL WALLNER, Whistler and Comedian.

AND

Miss ADA KING IN HER NEW REPERTOIRE.

EXCELLENT FILMS. DAILY CHANGE OF PROGRAMME, COMPLETE

CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences: 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 8th March, 1910.

CLARETS & SHERRIES.

BEST VALUE GIVEN.

Medoc, St. Emilion, St. Julien, St. Estephe,

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 11th Mar., 4 P.M.
SHANGHAI	"CHOYSANG"	SUNDAY, 13th Mar., Daylight.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	TUESDAY, 15th Mar., Noon.
MANILA	"LOONGSANG"	FRIDAY, 18th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"ROKSANG"	FRIDAY, 1st April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kailang*, *Namsang* and *Bohsang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers,
Telephone No. 215,
Hongkong, 9th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
AMOI, MANILA, CEBU & ILOILO	"KAIPOK"	11th Mar., Daylight.
HANKOW	"SHANSHI"	12th Mar., Noon.
WEIHAIWEI, CHEFOO & NCHWANG	"HANGHANG"	12th Mar., 4 P.M.
SHANGHAI	"CHINEVA"	13th Mar., Daylight.
MANILA	"TEAN"	15th Mar., 3 P.M.
SHANGHAI	"CHENWAN"	17th Mar., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	18th Mar., 4 P.M.
SHANGHAI	"LINAN"	20th Mar., Daylight.
MANILA	"TAMING"	22nd Mar., 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

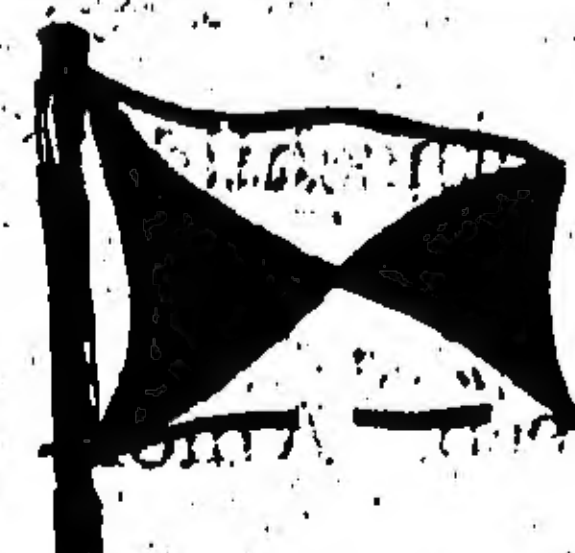
FAST SCHEDULE TWIN-SCREW STEAMERS (*Amoy, Chefoo, Chefoo, Chefoo*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Telephone No. 10,
Hongkong, 10th March, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Mar., at Noon.
RUBI	2540	A. Fraser	"	SATURDAY, 19th Mar., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers,
Hongkong, 7th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Cundy, will be despatched as above about 1st April.

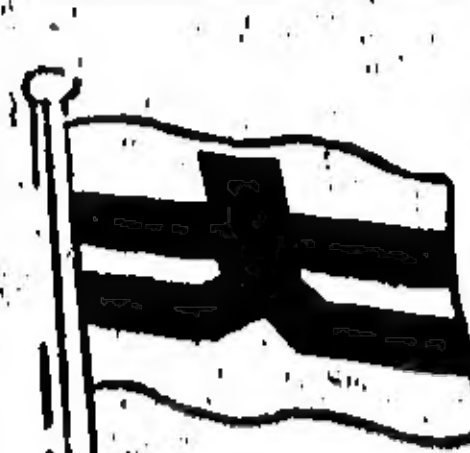
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents,
Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGAN SHIRE,"
Captain H. C. Norris, will be despatched as above about 21st April.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents,
Hongkong, 2nd March, 1910.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Moriyama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSEI MARU" Capt. T. Sugi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHIMA MARU" and "HUIJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th March, 1910.

T. ARIMA, Manager.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA,"
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for LONDON DIRECT call at BOMBAY for Passenger and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,
Superintendent,
Hongkong, 7th March, 1910.

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Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SIKH" On 29th March.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents,
Hongkong, 8th March, 1910.

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STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. GROWN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 3.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 4th April, 1910.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	Reserve \$1,500,000 At Working Account \$2,000,819	£2.5/- for half year ending 31.12.09 @ ex- 1/91 = \$15.11	4.2 %	\$960 sellers London, 28.10. [ex div.]
National Bank of China, Limited	99,925	7	6	Reserve \$300,000 At Working Account \$30,358	\$2 (London 3/6) for 1903		\$73 buyers
MARINE INSURANCES.							
Union Insurance Office, Limited	10,000	\$250	\$50	Reserve \$1,500,000 At Working Account \$354,183	None	7 %	\$170 sales
North China Insurance Company, Limited	10,000	15	15	Reserve \$1,500,000 At Working Account \$107,573	Final of 7/6 making 15/- for 1908		Tls. 114 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	Reserve \$1,500,000 At Working Account \$8,464,907	Final of 3/7 making 54/- for 1907 and interim of 5/30 for 1908	5 1/2 %	\$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	Reserve \$1,000,000 At Working Account \$707,637	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
China Fire Insurance Company, Limited	70,000	\$100	\$20	Reserve \$1,000,000 At Working Account \$375,341	\$6 and bonus \$2 for 1907	7 %	\$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve \$1,000,000 At Working Account \$368,718	\$27 for 1907	8 %	\$335 ex div. b.
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	Reserve \$7,000 At Working Account \$1,038	\$1 for 1906		\$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve \$100,000 At Working Account NIL	24 for year ending 30.6.1908		\$32 sellers
Hongkong, Canton & Vasco Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve \$100,000 At Working Account \$89,766	Final of 5 1/2 for account 1910	8 %	\$30 1/2 ex div. a.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	Reserve \$100,000 At Working Account \$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 35.154		\$63 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	15	15	Reserve \$100,000 At Working Account \$13,755	3rd int. of 2/- per sh. (coup. Np. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	5 %	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	Reserve \$100,000 At Working Account \$6,817	\$1.00 for year ending 10.4.1909	4 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Reserve \$48,000 At Working Account \$8,121	\$0.50	3 1/2 %	\$14 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve \$350,000 At Working Account \$5,258	\$5 for year ending 31.12.08	3 1/2 %	\$167 1/2 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	Reserve \$100,000 At Working Account \$125,892	\$3 for 1897 Tls. 10 for year ending 31.8.09		\$31 buyers Tls. 600 buyers
Park Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Reserve \$100,000 At Working Account Tls. 6.02			
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	Reserve \$175,000 At Working Account \$1,143	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 1/2 Tls. 10 buyers
Headwaters Mining Company, Limited	60,000	10	10	Reserve \$1,143 At Working Account NIL	First year		\$64 sellers
Ramb Australian Gold Mining Company, Limited	150,000	1	1	Reserve \$1,143 At Working Account \$1,143	No. 12 of 1/- = 48 cents		\$10
DOCKS, WHARVES & GODOWNS.							
Farwick (Geo.) & Co., Limited	18,000	\$25	\$25	Reserve \$18,000 At Working Account \$17,411	\$1.75 for year ending 31.12.06		\$62 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	Reserve \$18,000 At Working Account \$10,103	None		\$62 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Reserve \$18,000 At Working Account \$11,715	Interim of \$1 1/2 for account 1909		\$66 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Reserve \$18,000 At Working Account Tls. 6.26	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 82
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 1	Tls. 100	Reserve \$18,000 At Working Account Tls. 22.88	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 127
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Reserve \$18,000 At Working Account Tls. 4.134	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$50	Reserve \$18,000 At Working Account \$24,641	\$1.20 on old and 60 cents on first new issue		\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	Reserve \$18,000 At Working Account \$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$120 buyers \$30 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	Reserve \$18,000 At Working Account \$27.9	Interim of 3/4 for account 1909	6 1/2 %	\$74 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	Reserve \$18,000 At Working Account \$27.9	45 cents for 1909	6 %	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	Reserve \$18,000 At Working Account \$2	\$2 1/2 for 1909	5 %	\$74 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve \$18,000 At Working Account Tls. 142.444	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107 1/2
West Point Building Company, Limited	12,500	\$50	\$50	Reserve \$18,000 At Working Account \$1,958	Final of 1 1/2 for account 1909	8 1/2 %	\$41 1/2 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Reserve \$18,000 At Working Account Tls. 40,008	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 134
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$5	Reserve \$18,000 At Working Account \$9,353	50 cents for year ending 31.7.08		\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve \$18,000 At Working Account Tls. 8,373	Tls. 7 1/2 for year ending 30.9.06		Tls. 66 sellers
Laon-kaeng Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	Reserve \$18,000 At Working Account Tls. 4,829	Tls. 5 for 1909		Tls. 75 sellers
Say Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Reserve \$18,000 At Working Account Tls. 17,913	Tls. 50 for 1906		Tls. 380
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	12 1/2	12 1/2	Reserve \$18,000 At Working Account \$1,500	15 % per share for 1908		\$10
China-Borneo Company, Limited	60,000	\$12	\$12	Reserve \$18,000 At Working Account \$40,000	\$1.20 for 1908	10 %	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	Reserve \$18,000 At Working Account \$61,138	50 cents for year ended 28.2.06		\$64 sellers
China Light and Power Company, Limited (special shares)	50,000	\$1	\$1	Reserve \$18,000 At Working Account \$61,138	80 cents for 1909	8 1/2 %	\$84 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	Reserve \$18,000 At Working Account \$1,000	\$1.20 for year ending 31.7.09	8 1/2 %	\$17 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	Reserve \$18,000 At Working Account \$1,301	Interim of 35 cents for account 1909	10 %	\$74 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve \$18,000 At Working Account \$5,000	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	Reserve \$18,000 At Working Account \$5,000	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,616	Final of 58 for 1909	10 %	\$17 1/2 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve \$18,000 At Working Account \$7,616	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$11 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve \$18,000 At Working Account Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,050 a.
Mauchappi to Mijia, Bosch on Landbouw veld in Langkat, Limited	25,000	Gs. 100	Gs. 100	Reserve \$18,000 At Working Account Tls. 61,924	80 cents on fully paid shares and 8 cents on 1st paid shares for year ending 30.4.09	6 %	\$13 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve \$18,000 At Working Account \$1,204	None	3 %	\$13 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	Reserve \$18,000 At Working Account \$1,204	None		\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	Reserve \$18,000 At Working Account \$1,204	None		\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Reserve \$18,000 At Working Account Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 1/2
South China Morning Post, Limited	6,000	\$25	\$25	Reserve \$18,000 At Working Account Dr. \$31,096	None		\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	Reserve \$18,000 At Working Account \$63	40 cents for year ending 31.5.09	8 %	\$44 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Reserve \$18,000 At Working Account \$172	60 cents for year ending 31.12.08	5 %	\$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	Reserve \$18,000 At Working Account \$16,000	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	Reserve \$18,000 At Working Account \$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	Reserve \$18,000 At Working Account \$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$5 sellers
RUBBERS.							
Allagar Rubber Estates	750,000	3 1/2	3 1/2	Reserve \$18,000 At Working Account none	None		7 1/2
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	Reserve \$18,000 At Working Account none	Interim of 6d. for account 1909		31/9 sales
Balgonia Rubber Estate, Limited	20,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	45 % interim for 1909		\$170
Castlefield Rubber Estate, Limited	30,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	2 1/2 for 1909		\$90/-
Damansara (Selangor) Rubber Co.	170,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Golconda Malay Rubber Co.	80,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Highland & Lowland Para Rubber Co. (fully paid)	125,456	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
do do (contributory)	125,456	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Kamuning (Perak) Rubber Tin & Co.	950,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
do do A Shares	105,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
do do B Shares	105,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Kuala Lumpur Rubber Co., Limited	180,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Linggi Plantations, Limited (ordinary)	900,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
do do (7% pref.)	10,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Lodbury Rubber Estates, Limited	6,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
do do (contributory)	40,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Sagga Rubber Company, Limited	20,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Sandycroft Rubber Company	50,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Sekong Rubber Company, Limited	80,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Shelford Rubber Estate Limited	65,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Sungei Chok Rubber Estate Company, Limited	45,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-
Sungei Kapar Rubber Company	110,000	\$10	\$10	Reserve \$18,000 At Working Account \$7,400	None		\$15/-

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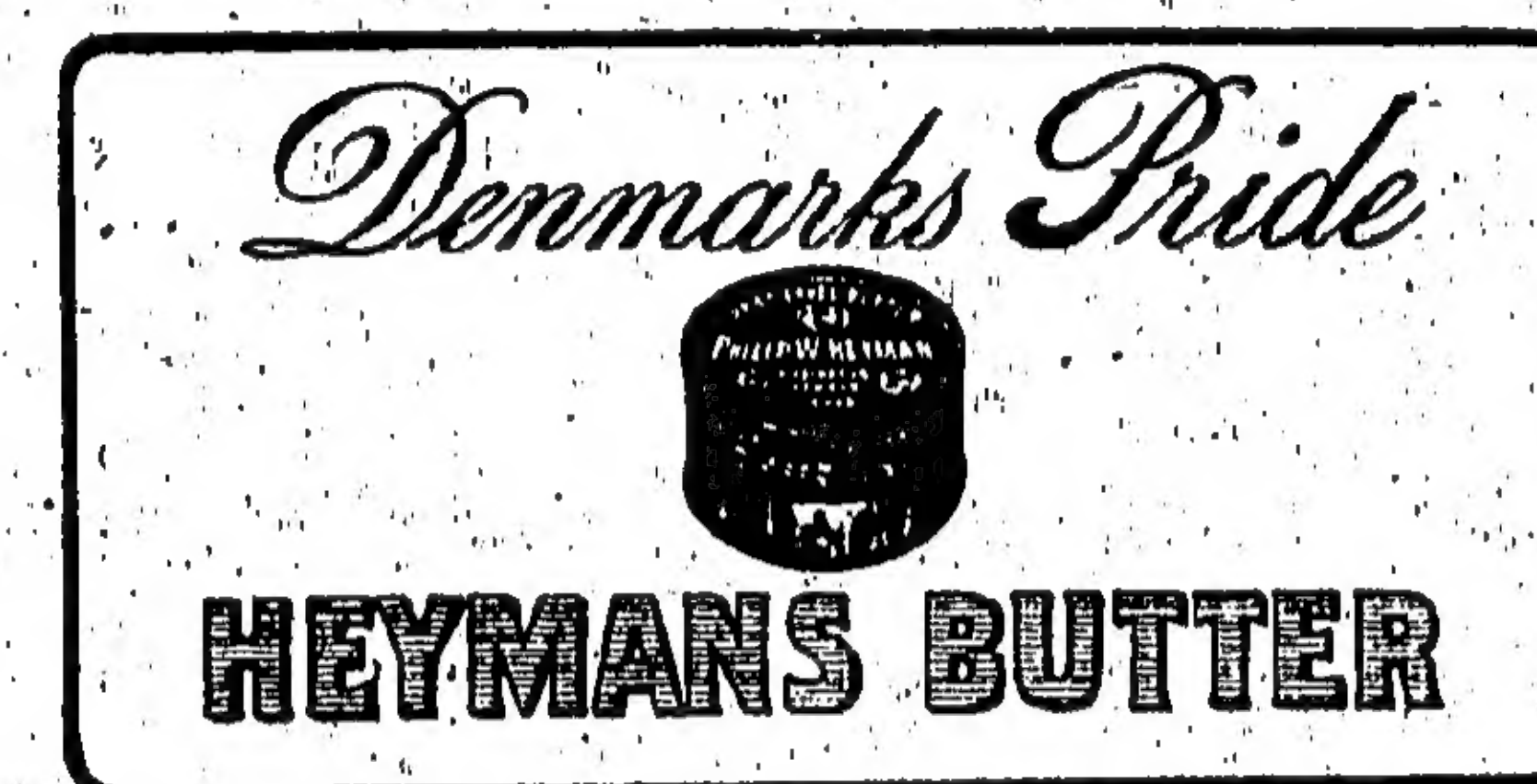
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